

# BookletChart<sup>TM</sup>

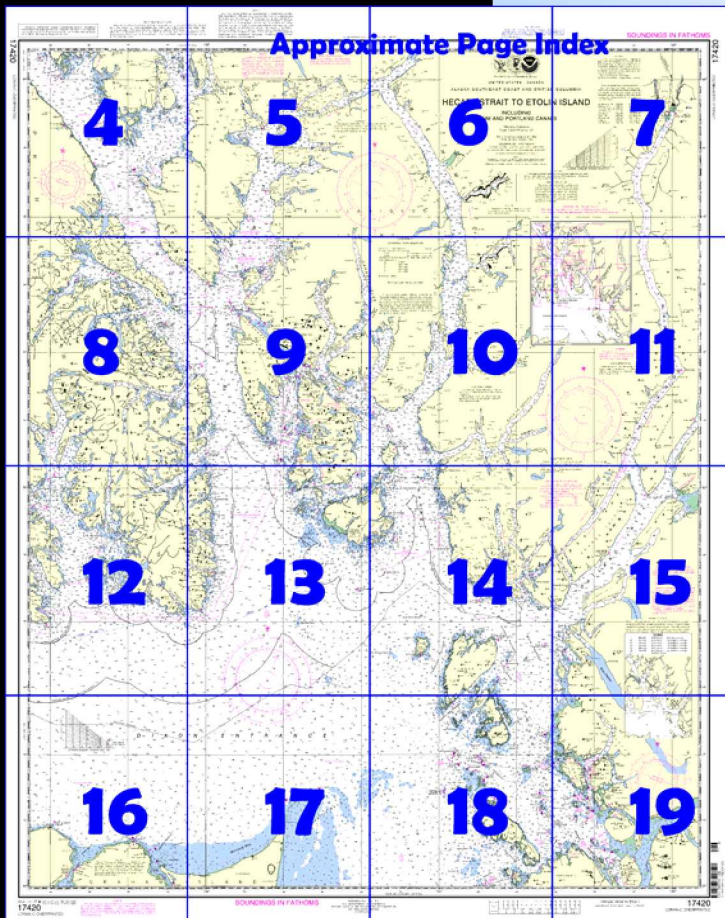
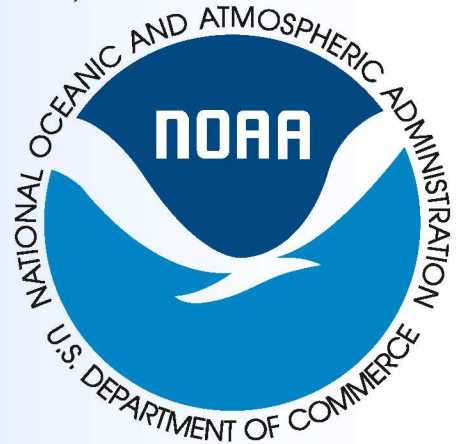
## Hecate Strait to Etolin Island

(NOAA Chart 17420)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 8, Chapter 4 excerpts]**

(60) **Celestial Reef** (54°31'N., 131°28'W.), about 10 miles SSE of West Devil Rock, is about 1 mile long and has three heads with less than 1 fathom (1.8 m) over them near the S end. The depth over the remainder of the shoal is about 10 fathoms (18.3 m). A rock, covered 1½ fathoms (2.7 m), is 0.7 mile NE of the reef. Two 10-fathom (18 m) shoals are about 0.5 miles N and 3 miles NNW of the reef, respectively. An 8-fathom (14.6 m) shoal is about 2 miles S of the center of the reef.

(61) **Zayas Island**, in the NE part of Dixon Entrance and about 11.5 miles SE of Barren Island, is wooded, flat-topped, and high near the S end. A rock, with 4 feet (1.2 m) over it, is about 0.7 mile N of **Aranzazu Point**, the NW extremity of Zayas Island. Foul ground marked by kelp extends along the N shore of the island with several 5-fathom (9.1 m)

spots about 1 mile N of the island. A light marks the southernmost point of the island.

(62) **McCullock Rock**, a pinnacle rock with 9 feet (2.7 m) over it, is about 4 miles W of Jacinto Point, the SW extremity of Zayas Island. A 3-fathom (5.5 m) shoal and a 5-fathom (9.1 m) shoal are about 0.4 mile ESE and about 1.3 miles NNE of the rock, respectively.

(63) **Dundas Islands**, in the E part of Dixon Entrance, consist of **Dundas Island**, **Baron Island**, **Dunira Island**, **Melville Island**, and numerous small islets and rocks. Dundas, the northwesternmost and largest island, has a number of conspicuous mountains, of which **Mount Henry**, towards the S end of the island, is the highest. Two conspicuous hills are in the NW part of the island. **Slab Hill**, flat-topped with a knob, is conspicuous near the NE end of the island.

(64) The coasts of the four large islands of the group are much indented by small creeks and bays.

(65) Recent surveys indicate less water than charted in the vicinity of Dundas Islands. Mariners are advised to navigate with caution in the vicinity of these islands as many rocks awash and submerged, and some marked by kelp, have been reported in this area.

(66) **Holliday Island Light** (54°37'24"N., 130°45'30"W.), 21 feet (6.4 m) above the water, is shown from a white slatted daymark on a concrete base on the N end of **Holliday Island**, which is 0.3 mile off the NE end of Dundas Island.

(137) **Revillagigedo Channel** and **Tongass Narrows** (chart 17428) are connecting bodies of water that have a combined length of about 53 miles from their junction with Dixon Entrance at Tree Point Light to their junction with Clarence Strait at Guard Islands Light. On their S side they connect with Clarence Strait through Felice Strait and Nichols Passage. **Revillagigedo Island**, separated from the mainland by Behm Canal, forms the greater part of the N shore of the passages.

(187) **Hugh Smith Lake** empties through **Sockeye Creek** (chart 17420) into the inlet about 0.3 mile N of the entrance to Mink Bay. A cabin is on the N bank at the head of Sockeye Creek. A trail leads from the inlet along Sockeye Creek to Hugh Smith Lake.

(312) **Behm Canal** borders the E, N, and W sides of Revillagigedo Island; its E entrance, between **Point Sykes** and **Point Alava**, is about 5.7 miles NNE of Mary Island Light. The W entrance of the canal between Point Higgins and Caamano Point is about 2 miles N of Guard Islands Light; the distance from the E entrance to the W entrance through Revillagigedo Channel and Tongass Narrows is about 30 miles; the length of the canal from entrance to entrance is about 100 miles. The main channel of the canal is exceptionally free from dangers, with no submerged rocks or ledges that cannot be easily avoided by a stranger in clear weather. It was reported that in the winter there are strong N blows and that small boats often ice up in Behm Canal.

# Table of Selected Chart Notes

Corrected through NM Mar. 03/07  
Corrected through LNM Feb. 13/07


**VESSEL TRAFFIC SERVICES**  
Traffic services calling-in point with number; arrows indicate direction of vessel movement. For additional information, see *Sailing Directions*.

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.  
Refer to charted regulation section numbers.

**LOCAL MAGNETIC DISTURBANCE**  
Extreme magnetic disturbances exist Southeast of Duke Island. The Magnetic compass should not be relied upon within the area outlined in magenta.  
In Clarence Strait differences from the normal have been observed as follows:  
Percy Islands ..... 17½°  
Grindall Island ..... 5°  
Tolstoi Point ..... 31°  
Elsewhere, consult larger-scale chart for disturbance data.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  
  
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.  
See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location)    ◦ (Approximate location)


**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.253" southward and 6.039" westward to agree with this chart.

For Symbols and Abbreviations see Chart No. 1

**RACON**  
Radar Transponder Beacons or RACONS are activated by radars operating on the X-Band, frequencies 9300 to 9450 MHz and when activated will emit an international morse code character which will be visible on the radar screen that activated the RACON. The effective range of the RACONS will be 8 miles

 **COPYRIGHT**  
No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

**LORAN-C**  
**GENERAL EXPLANATION**  
LORAN-C FREQUENCY.....100kHz  
PULSE REPETITION INTERVAL  
7960.....79,600 Microseconds  
5990.....59,900 Microseconds  
STATION TYPE DESIGNATORS: (Not individual station letter designators).  
M.....Master  
W.....Secondary  
X.....Secondary  
Y.....Secondary  
Z.....Secondary  
  
EXAMPLE: 7960-X

**RATES ON THIS CHART**  
  
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.


**HEIGHTS**  
Elevations of rocks and lights are in feet above Mean High Water. Contour Values and summit elevations refer to Mean Sea Level.

**Mercator Projection**  
Scale 1:229,376 at Lat 55°  
  
North American Datum of 1983  
(World Geodetic System 1984)  
  
SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER IN U.S. TERRITORY  
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

**FISHERY LIMIT**  
Fishery limit is the limit of the State of Alaska's fishery management authority (except for crabs) in accordance with Section 306(a) of the Fishery Conservation and Management Act, where that limit is seaward of the territorial sea.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the US Coast Guard, Geological Survey, and Canadian Hydrographic Service.

 **SOURCE DIAGRAM**  
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**NOTE X**  
The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile elsewhere remain the inner boundary of the Federal fisheries jurisdiction and limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

**COLREGS, 80.1705 (see note A)**  
International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



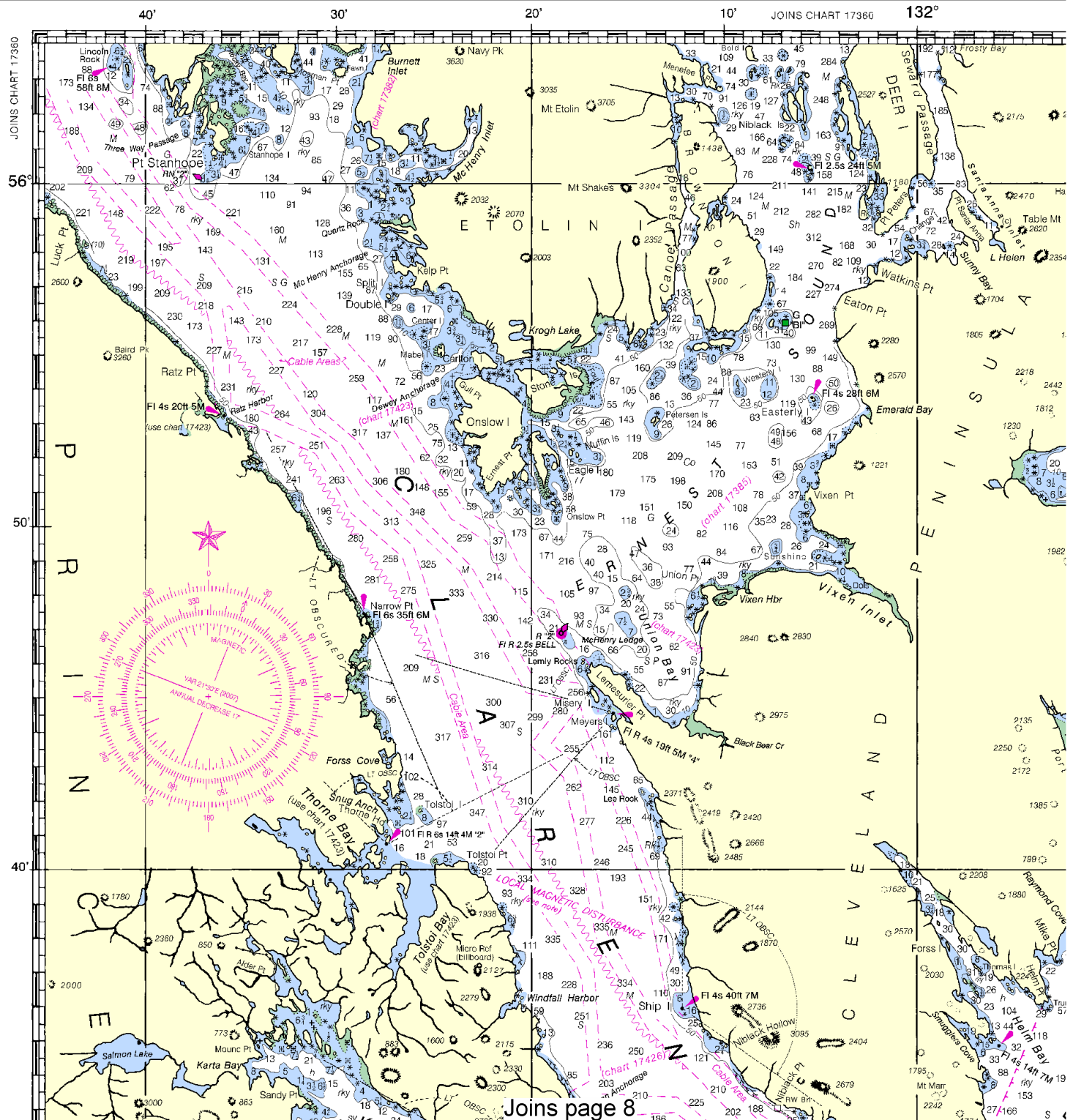
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

The 12 nautical miles for the application as the outer limit of that it does not all resources bounda the 3 nautical miles fisheries jurisdiction (P.L. 83-31; 67 Sta modification, as r recent chart edit

17420

LORAN-C OVERPRINTED



4

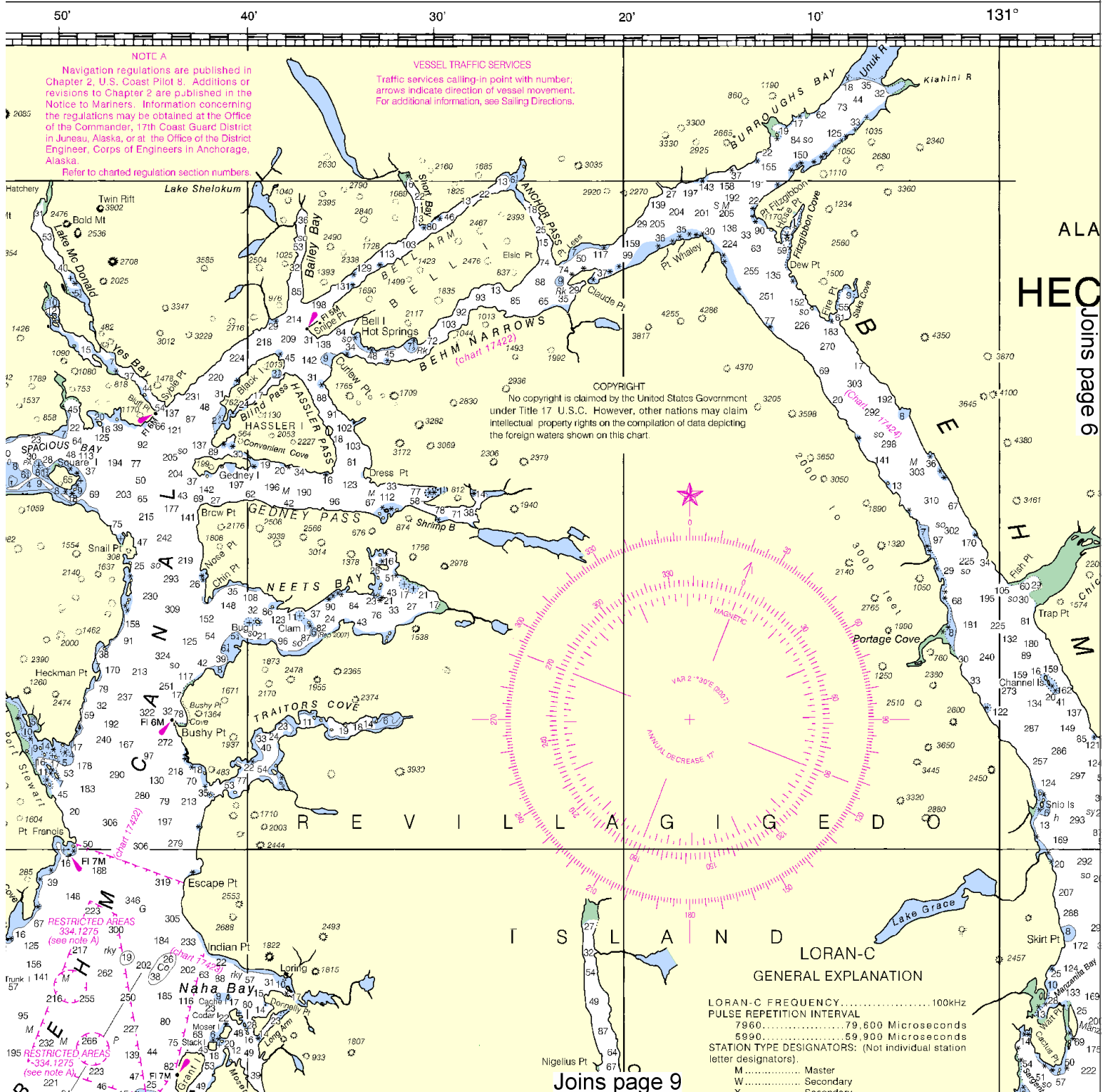




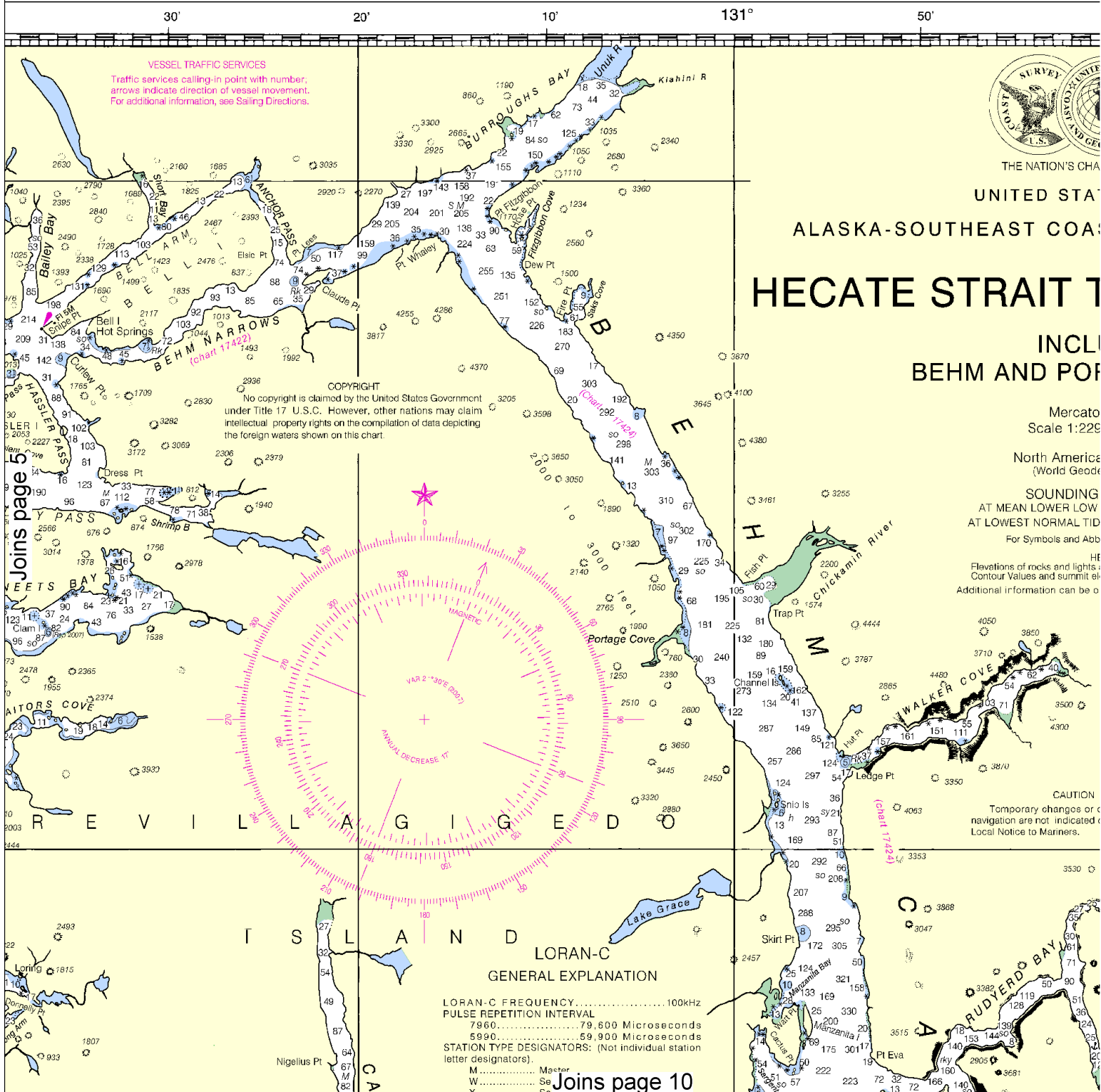
# NOTE X

al mile territorial sea was established by Presidential Proclamation 27, 1988, and is also the outer limit of the U.S. contiguous zone of domestic law. The 3 nautical mile line, previously identified of the territorial sea, is retained because the proclamation states after existing State or Federal law. The 9 nautical mile natural day off Texas, the Gulf coast of Florida, and Puerto Rico, and tile line elsewhere remain the inner boundary of the Federal on and limit of states' jurisdiction under the Submerged Lands Act (at. 29, March 22, 1953). These maritime limits are subject to represented on future charts. The lines shown on the most tion take precedence.

Formerly C&GS 6102, 1st Ed. June 1920 C-1918-187 KAPP 2729



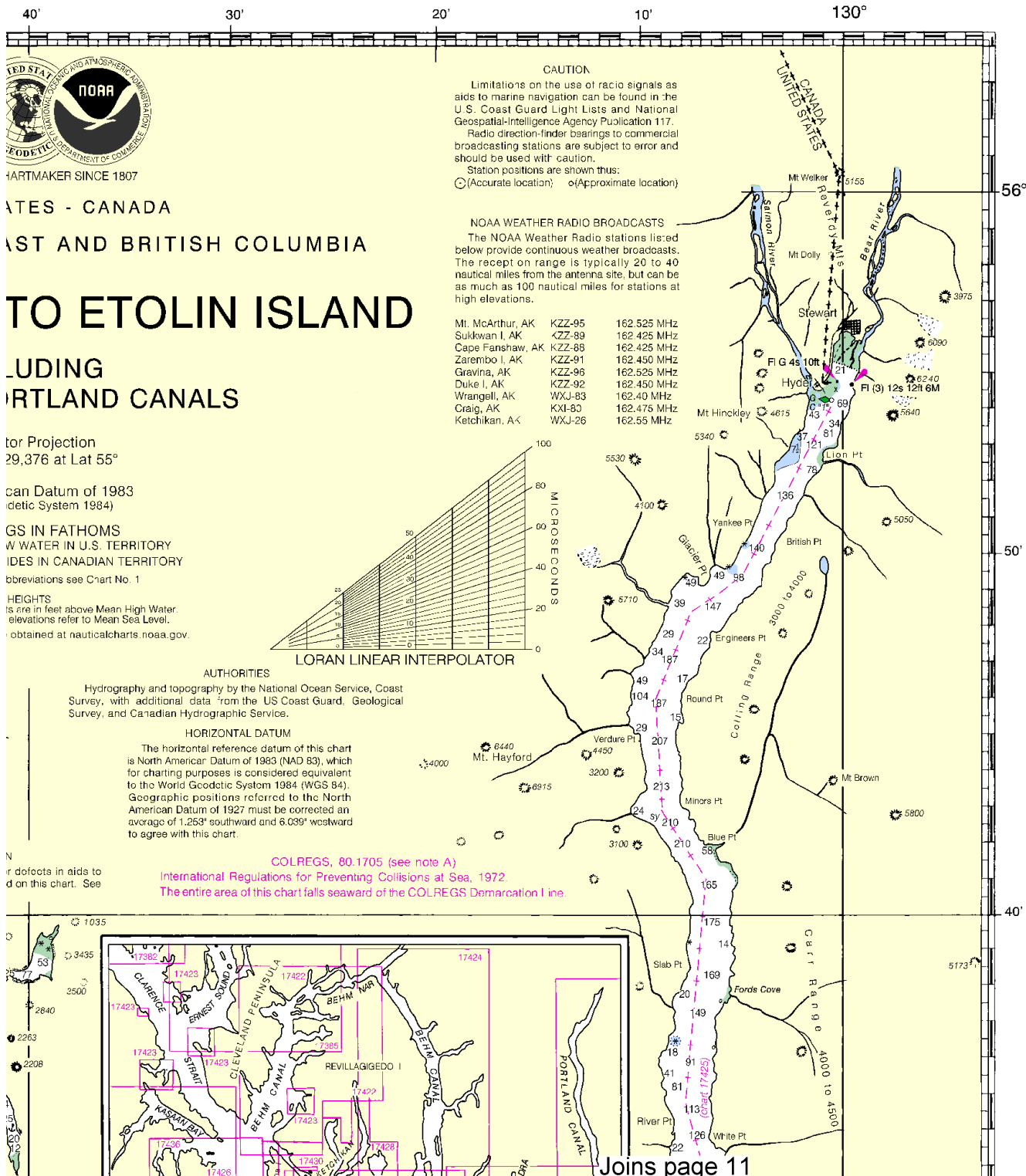
This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:305835. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





**FISHERY LIMIT**  
 This is the limit of the State of Alaska's fishery management  
 except for crabs) in accordance with Section 306(a) of the  
 Conservation and Management Act, where that limit is seaward  
 of the 12-mile limit.

# SOUNDINGS IN FATHOMS



17420

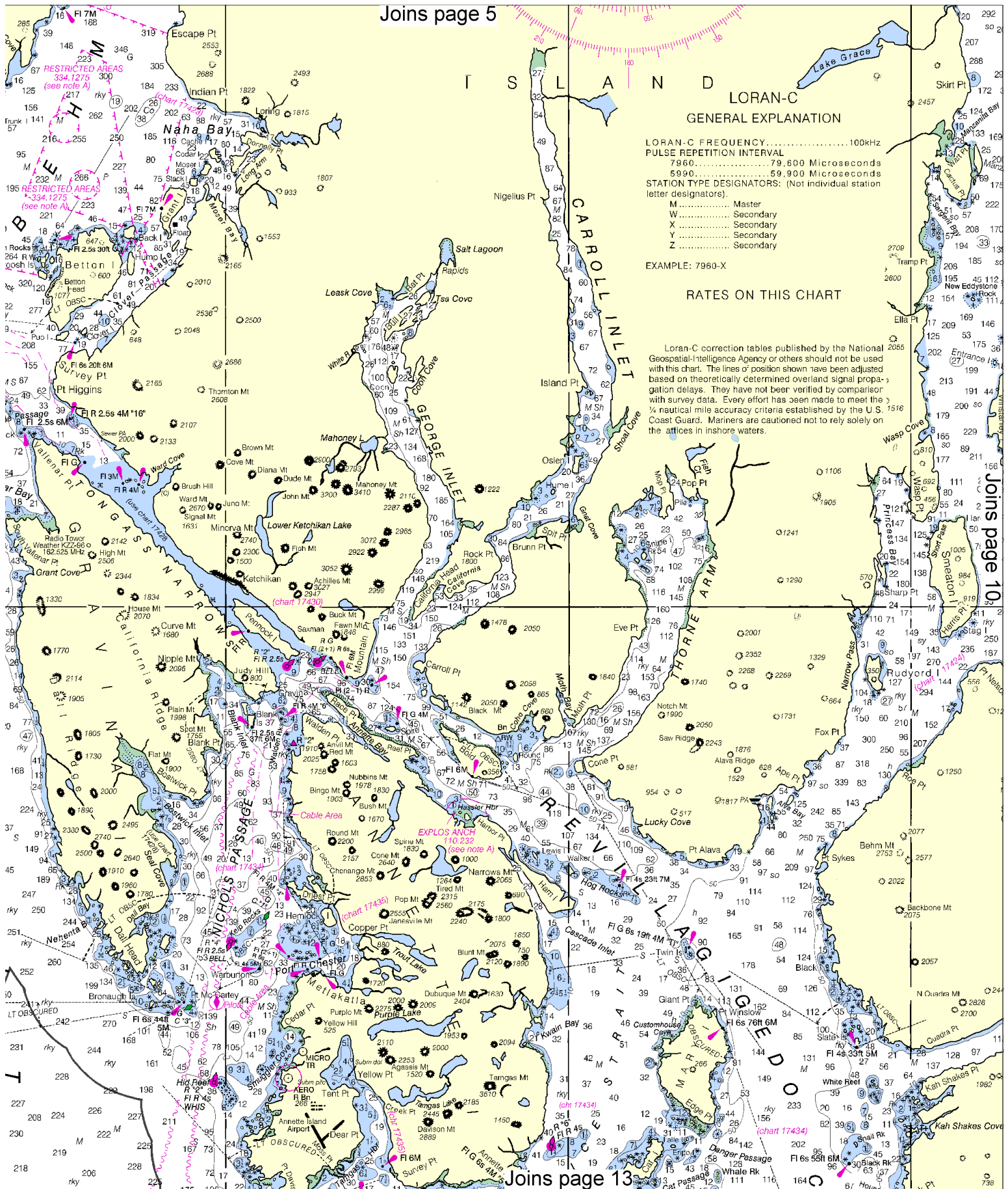
LORAN-C OVERPRINTED

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

7







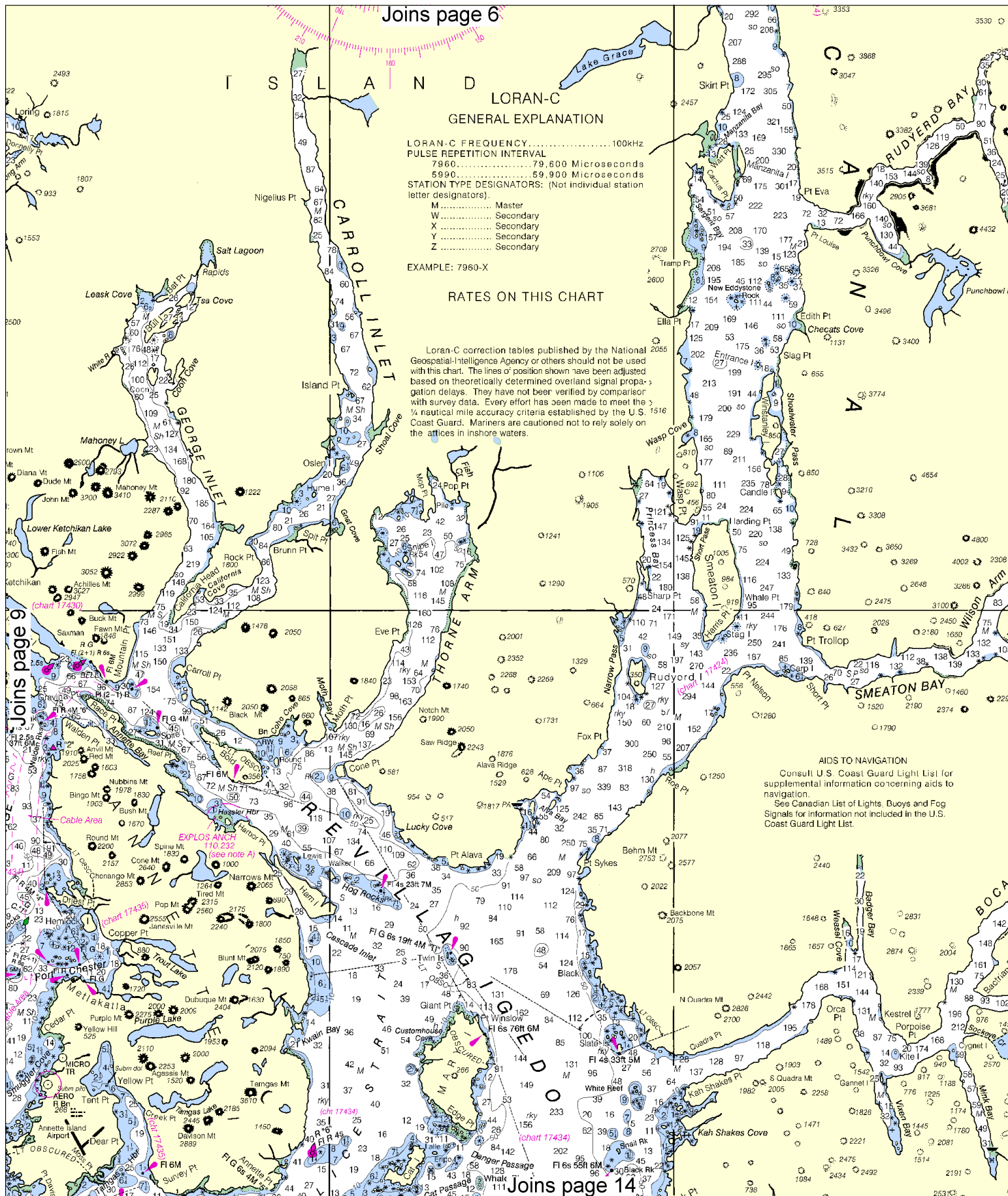
# LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz  
PULSE REPETITION INTERVAL  
7960.....79,600 Microseconds  
5990.....59,900 Microseconds  
STATION TYPE DESIGNATORS: (Not individual station letter designators)  
M.....Master  
W.....Secondary  
X.....Secondary  
Y.....Secondary  
Z.....Secondary

EXAMPLE: 7960-X

## RATES ON THIS CHART

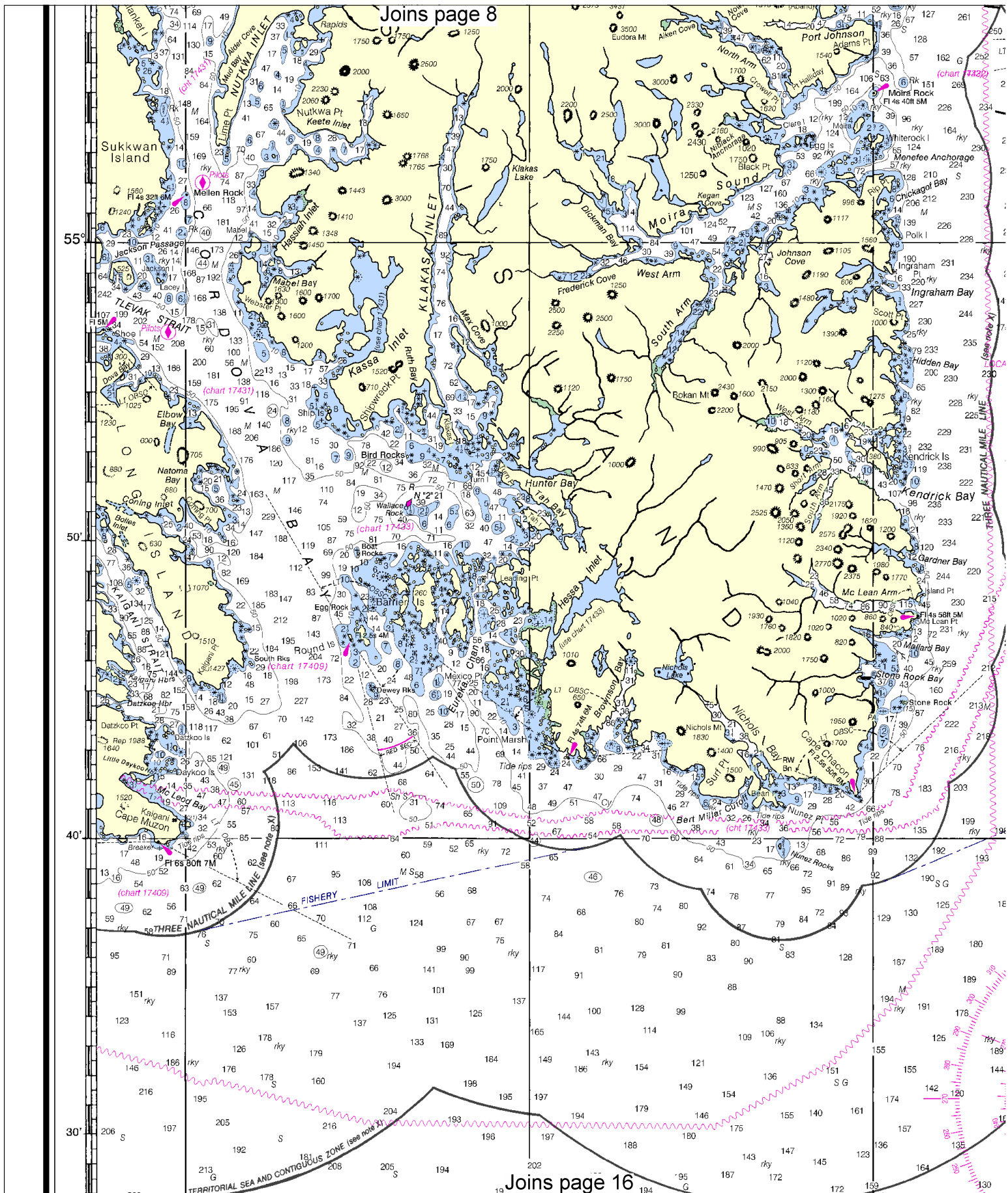
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the attics in inshore waters.





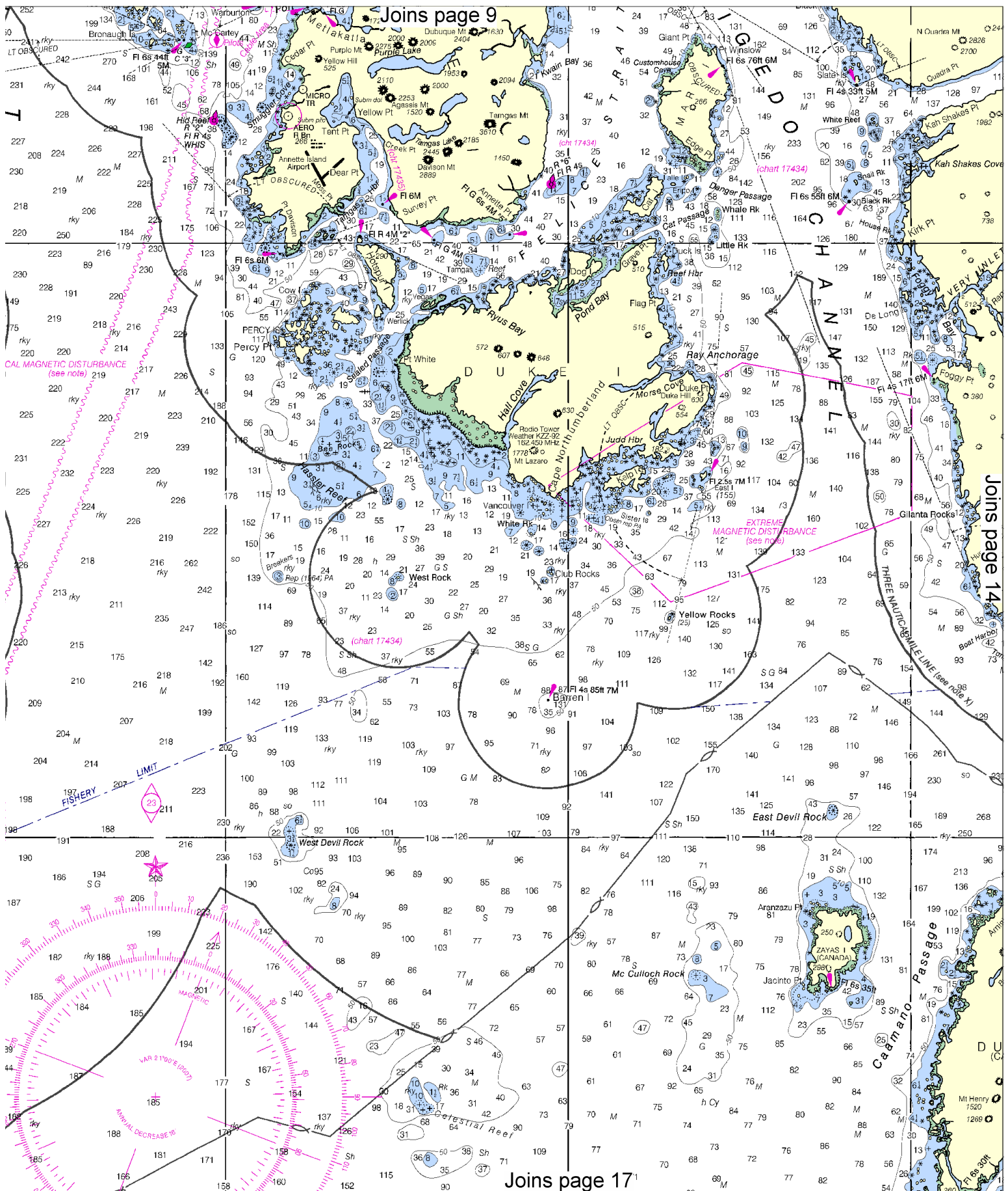


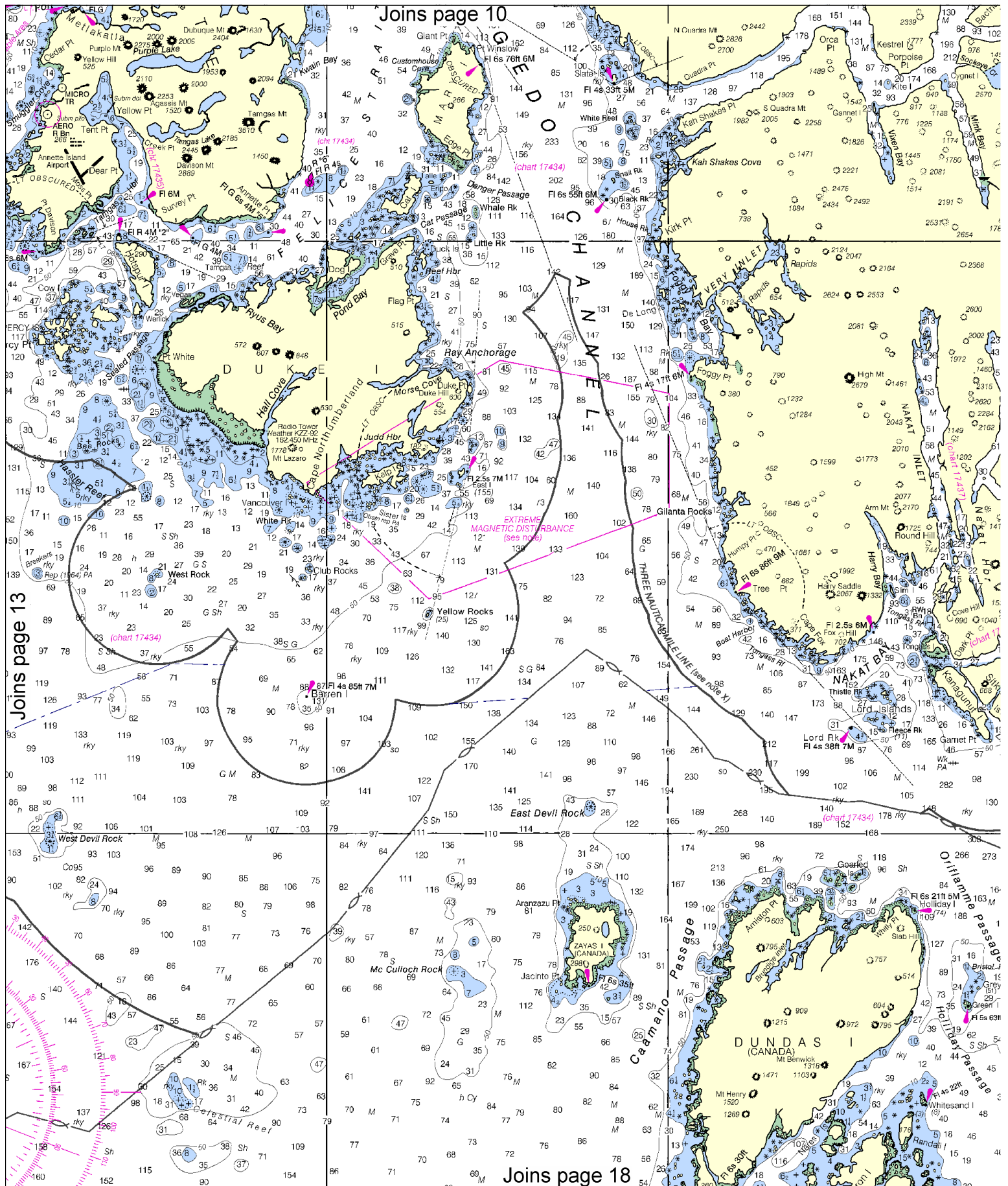
Joins page 8



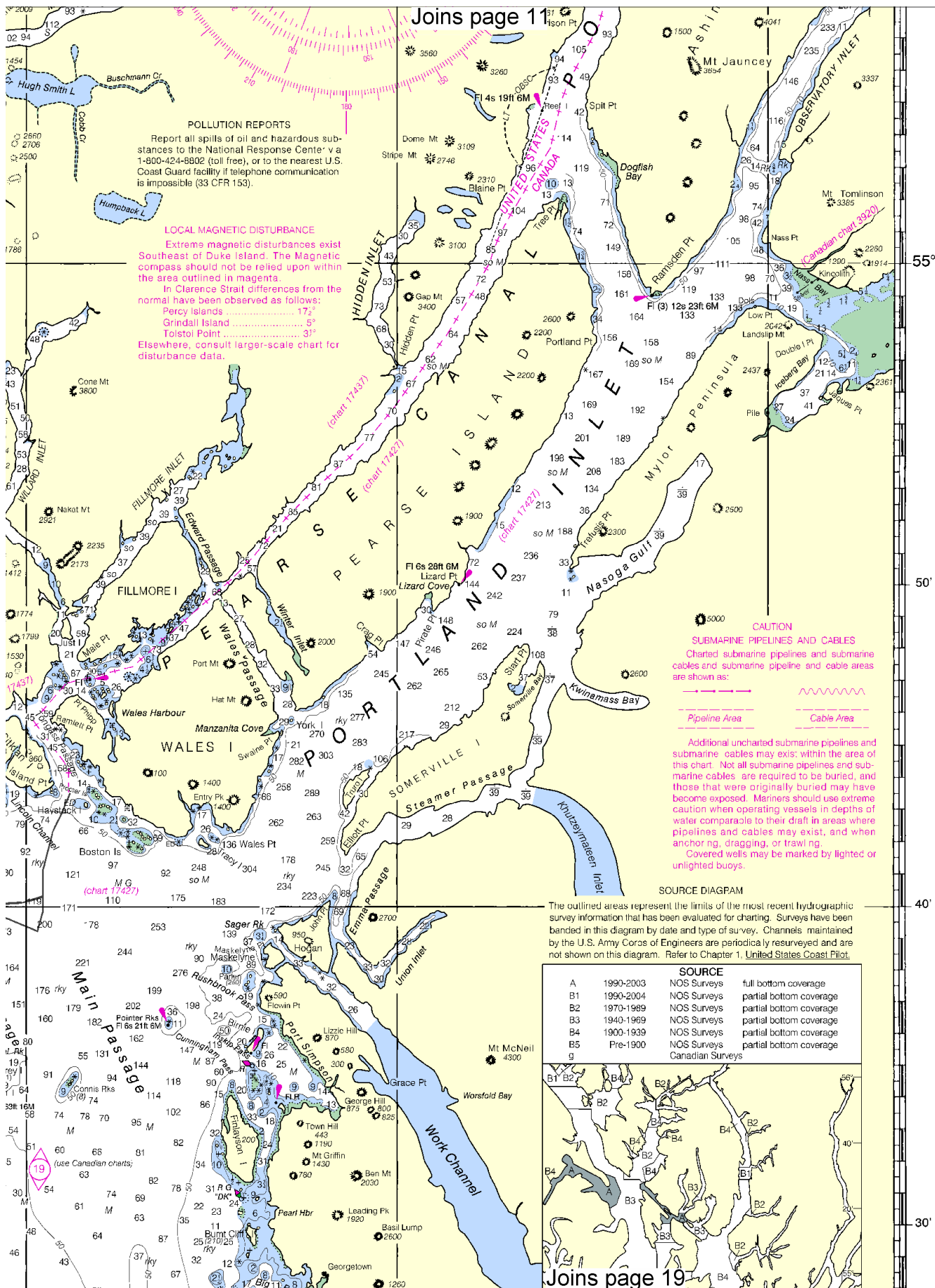
Joins page 16





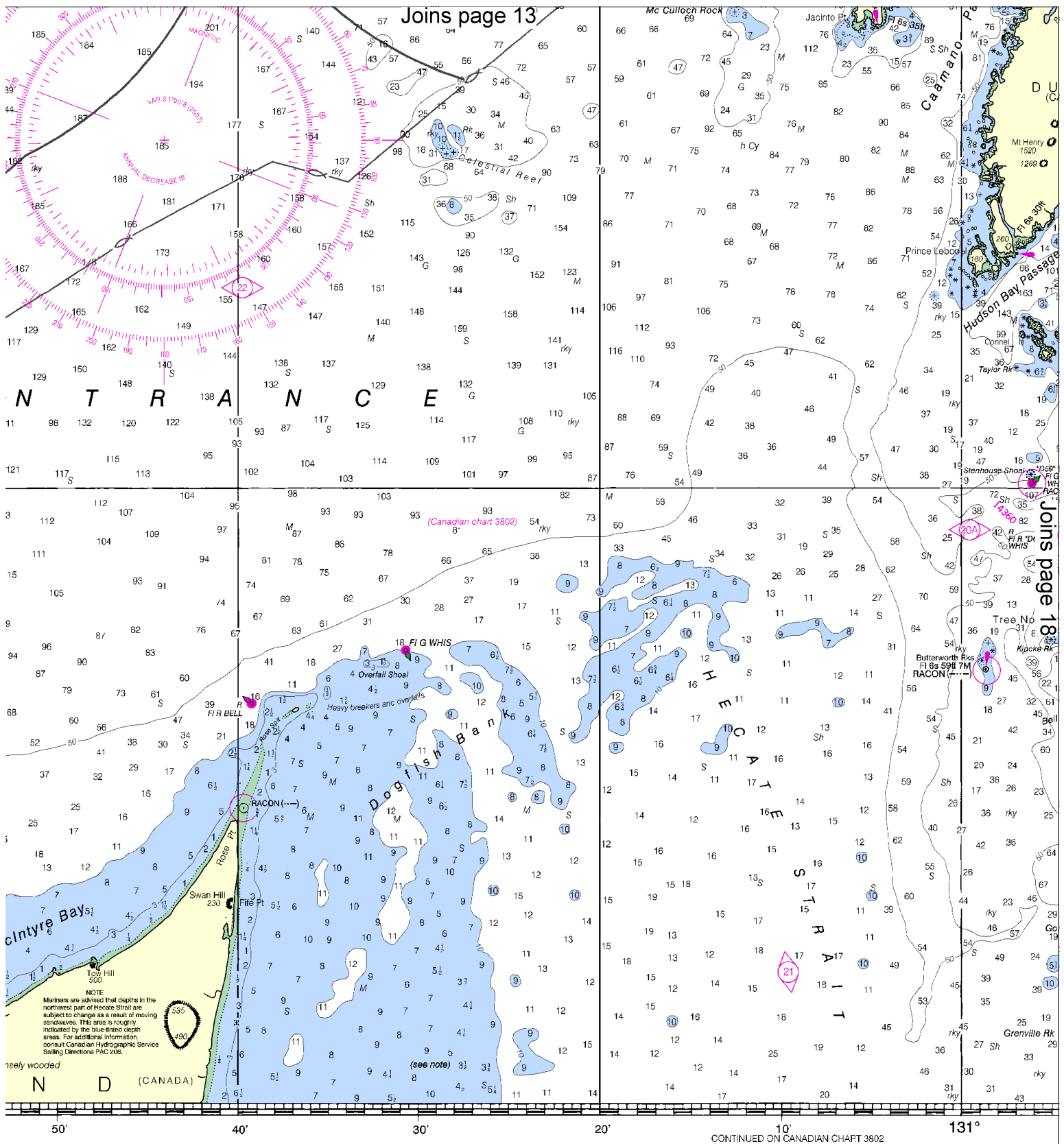






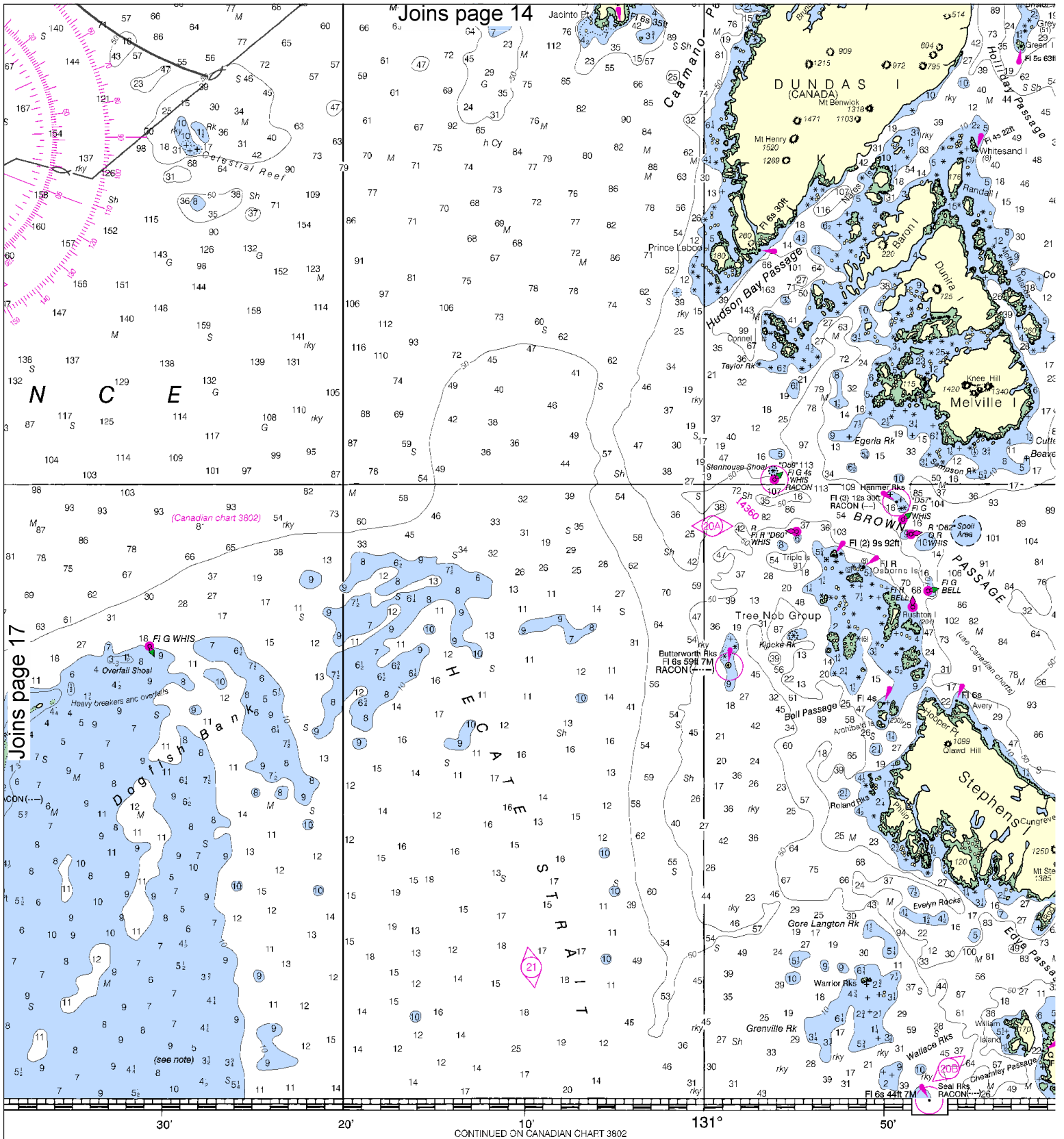






SOUNDINGS IN FATHOMS

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



FATHOMS

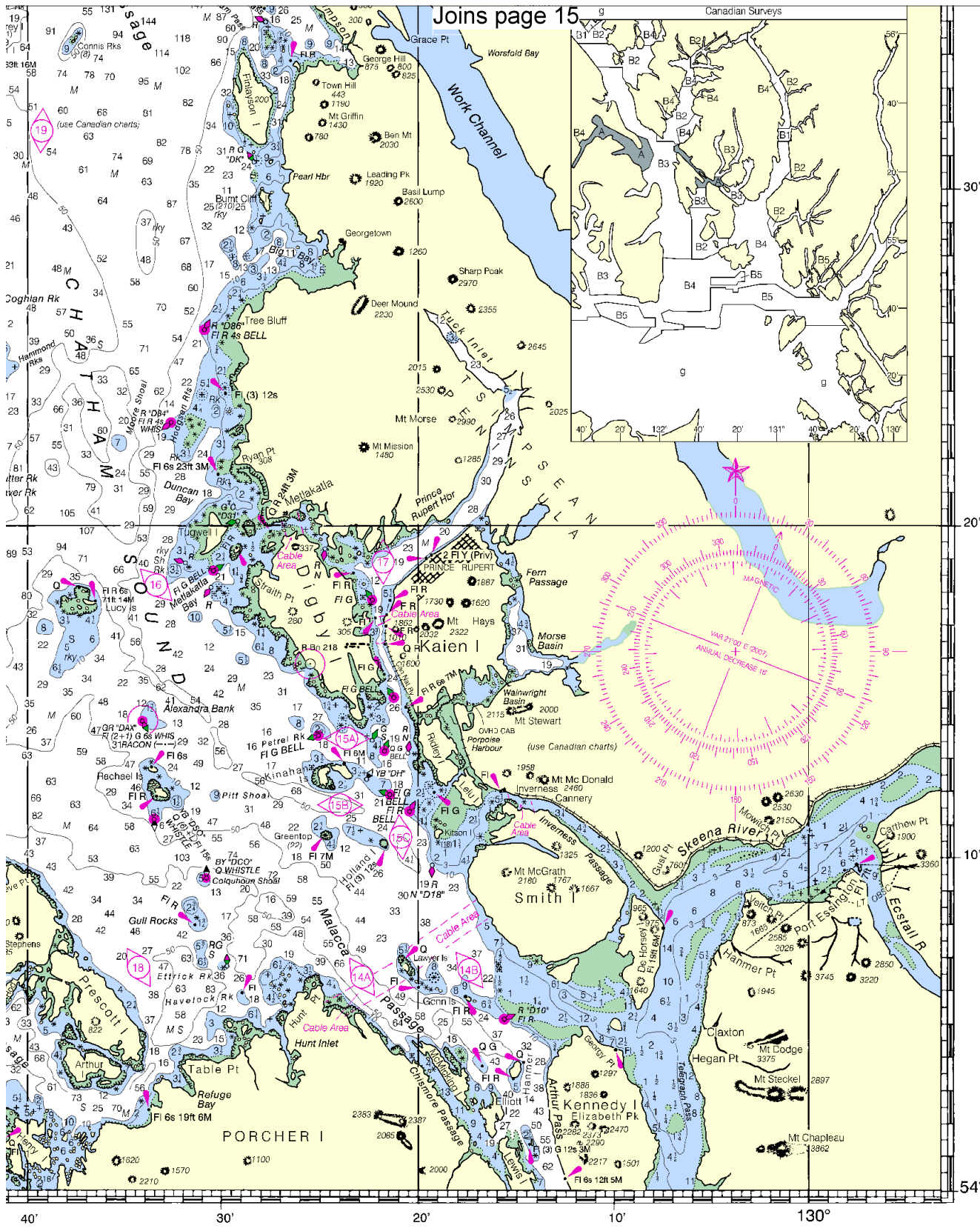
Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	1	2	3
FEET	6	12	18
METERS	1	2	3

18







Hecate Strait to Etoli I  
SOUNDINGS IN FATHOMS - SCALE 1:229,376

17420  
LORAN-C OVERPRINTED

ED. NO. 28  
NSN 7642014011389  
NGA REFERENCE NO. 17BC017420

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Search & Rescue (Pacific Coord)** – 510-437-3700

**Coast Guard Search & Rescue (RCC Juneau)** – 907-463-2000

**Canadian Coast Guard (RCC)** – 250-363-2995

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENC<sup>®</sup>s are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENC<sup>®</sup>s comply with standards of the International Hydrographic Organization. ENC<sup>®</sup>s and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNC<sup>™</sup>s are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNC<sup>™</sup>s comply with standards of the International Hydrographic Organization. RNC<sup>™</sup>s and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).

